disease if not checked at an early stage; and

(c) if so, the reaction of Government thereto and what further steps are contampated to check this disease at an early stage?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI SAROJ KHAPARDE): (a) and (b) Yes, Sir.

(c) The National Cancer Control Programme has been launchtd in India for Primary prevention of cancer, diagnosis and treatment and distribution and extension of services through Regional Cancer Centres and medical colleges. The non-Government organisations have also been involved in the Programme. It is proposed o activate the programme further for which an allocation of Rs. 20.00 crores has been made for the 7th Five Year Plan. A National Cancr Control Board has also betn set up to guide the activities of the Cancer Research and Treatment Programme.

Expansion of Vayudoot services

339. SHRI R. SAMBASIVA RAO: Will the Minister of CIVIL AVIATION be pleastd to state:

(a) whether Government's attention has been drawn to the news item which appeared in the Indian Express of 12 December, 1986 under the caption "Vayudoot expansion without foresight"; and

(b) if so, what are the details thereof and Governmtnt's reaction thereon?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI JAGDISH TYTLER): (a) Yes, Sir.

(b) The news item makes certain observations about the lack of foresight in the expansion plans of Vayudoot. Relevant factors are invariably taken into account by the Government while approving the expansion programmes of Vayudoot.

Accidents by private buses under DTC

340. SHRI K. VASUDEVA PANICKER:

SHRI J. P. GOYAL:

Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether it is a fact that the number of privae buses operating under DTC are responsible for a large number of accidents vis-a-vis DTC buses;

(b) if so, the break up of accidents involving (i) DTC buses and (ii) private buses operating under DTC during the years 1985, 1986 and so far in 1987;

(c) whether DTC has laid down any 'experience' criteria regarding drivers of private buses operating under DTC; if so, the details thereof;

(d) whether Government are aware that a large number of drivers of private buses under DTC operation are learners/inexperienced persons;

(e) whether Government are aware that many dri vers of private buses use the routes to train novices in driving; and

(f) what action has been taken against erring drivers of both DTC and private buses under DTC; and

(g) what measures DTC propose to take to make the DTC travel more safer?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI RAJESH PILOT): (a) and (b) The incidence of accidents involving DTC buses and private operators buses is required to be compared with reference to the respective fleets. Rate of accident per bus of DTC and P.O. buses has been as below:—

	DTC	P.O.
1985	0·03	0·80
1986	0·10	1·21
1987 (Jan.)	0·03	0·11

Accident rate in respect of P.O. buses shows a higher rate.

(c) The drivers are required to possess valid licence for driving heavy, vehicles as per Motor Vehicles Act, 1939.

(d) and (e) To eliminate any occurence of inexperienced person driving a Private Operator's bus, DTC has made it compulsory that the photographs of authorised drivers are displayed prominently near the driver's cabin. The checking squads have been instructed to ensure that only the authorised drivers are at the steering wheel.

(f) Every accident case is investigated by the Investigating Committee in DTC. Suitable departmental action is taken against the defaulting DTC drivers, besides legal action by the Police.

The services of drivers of private buses under DTC who are held responsible for accidents, are terminated and they are debarred from re-engagement by other private operators.

(g) Training, includinfg refereshe, training, enforcement of speed limits, provision of speed governers in city route buses, incentives in the shape of cash awards and recognition of best drivers are some of the measures adopted by DTC to improve safety.

Airbus A-320 aircraft for IA

341. SHRI DHARAM CHANDER PRASHANT:

SHRI SURESH KALMADI:

Will the Miinster of CIVIL AVIATION be pleased to stote:

(a) when are the Airbus A-320 aicrafts being pressed into service by Indian Airlines;

(b) whether Airbus industries are sticking to delivery schedule;

(c) what is the progress of V-2500 engine being developed for A-320 aircraft:

(d) whether V-2500 engine project has run into trouble. the engine having burst during trials;

(e) when the first prototpye of V-2500 engine is goine to be ready and when the first flight test engine likely to be delivered; and

(f) whehe, Government and Airbus industries are thinking of any alternative engine to power A-320 aircraft so that they could stick to delivery schedule?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI JAGDISH TYTLER): (a) Airbus A-320 aircraft are proposed to be pressed into service from April '89.

(b) Yes, Sir.

(c) The development and testing of the engine is progressing on schedule.

(d) No, Sir.

(e) As per the information given by the manufactures, the engine would be fly tested on a flying test bed in the second quarter of 1987.

(f) No, Sir.

Computerised Railway Reservation

342 SHRI RAFIQUZ ALAM: Will the Minister of RAILWAYS be pleased to state:

(a) whether after the success of computerisation of passenger reservation in New Delhi, Government propose to introduce similar facilities in some other big cities during the year 1987-88; and

(b) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA): (a) Yes, Sir.

(b) The work of computerisation of passenger reservations has already started in Bombay and Calcutta during 1986-87. During 1987-88, five more similar schemes in Madras, Secunderabad, Lucknow, Bhopal and Bangalore are proposed to be taken up.